

The Ohio Public Works Commission  
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

*CB13B*

**IMPORTANT:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: City of Cincinnati

CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 19 / 97

CONTACT: Doug Perry

PHONE # ( 513 ) 352-3407

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Ludlow Avenue Rehabilitation

### SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

### FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 352,500  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_  
MBE SET-ASIDE OFFERED  
Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

### PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 705,000.00

FUNDING REQUESTED: \$ 352,500.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 352,500.00

LOAN: \$ \_\_\_\_\_

LOAN ASSISTANCE: \$ \_\_\_\_\_

% \_\_\_\_\_ TERM: \_\_\_\_\_ yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program  
☐ Local Transportation Improvements Program  
☐ Small Government Program

### DISTRICT MBE SET-ASIDE

Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ .00
  2. Final Design \$ .00
  3. Other Engineer Services \* \$ .00
  - Supervision \$ .00
  - Miscellaneous \$ .00
- b.) Acquisition Expenses:
1. Land \$ .00
  2. Right-of-Way \$ .00
- c.) Construction Costs: \$ 705,000.00
- d.) Equipment Purchased Directly: \$ .00
- e.) Other Direct Expenses: \$ .00
- f.) Contingencies: \$ .00
- g.) TOTAL ESTIMATED COSTS: \$ 705,000.00

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

### 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- a.) Local In-Kind Contributions \$ .00
- b.) Local Public Revenues \$352,500.00
- c.) Local Private Revenues \$ .00
- d.) Other Public Revenues
1. ODOT PID# \$ .00
  2. EPA/OWDA \$ .00
  3. OTHER \$ .00

SUB TOTAL LOCAL RESOURCES: \$ 352,500.00 50%

- e.) OPWC Funds
1. Grant \$ 352,500.00
  2. Loan \$ .00
  3. Loan Assistance \$ .00

SUB TOTAL OPWC RESOURCES: \$ 352,500.00 50%

f.) TOTAL FINANCIAL RESOURCES: \$ 705,000.00 100%

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## **2.0 PROJECT INFORMATION**

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME:** Ludlow Avenue Rehabilitation

**2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):**

**a: SPECIFIC LOCATION:**

Ludlow Avenue from Cornell Place to Central Parkway  
(see attached map)

**PROJECT ZIP CODE:** 45220

**b: PROJECT COMPONENTS:**

Rehabilitation of existing roadway including repair and replacement of curb, base and joint repairs, removal of existing asphalt surface, inlet and connection pipe repairs, casting adjustments and resurfacing with a minimum of 2 inches of asphaltic concrete. Installation of a traffic signal at intersection with Central Parkway and new median/traffic island construction.

**c: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Roadway is 6 lanes, 58 feet in width and is 4,735 feet in length.

**d: DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

ADT = 16,900

No change in service capacity

Will use standard rehabilitation practices to upgrade the roadway to excellent condition.

**2.3 USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT      \$ 705,000    100%  
State Funds Requested for Repair and Replacement      \$ 352,500      50%

TOTAL PORTION OF PROJECT NEW/EXPANSION      \$ \_\_\_\_\_ %  
State Funds Requested for New and Expansion      \$ \_\_\_\_\_ %

### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>1/ 1/ 98</u>	<u>6/ 1/ 98</u>
4.2 Bid Advertisement:	<u>6/ 1/ 98</u>	<u>9/ 1/ 98</u>
4.3 Construction:	<u>9/ 1/ 98</u>	<u>12/ 31/ 99</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER      John F. Shirey  
TITLE      City Manager  
STREET      Room 152, City Hall  
                801 Plum Street  
CITY/ZIP      Cincinnati, Ohio 45202  
PHONE      (513 )352 \_\_\_\_\_ - 3241  
FAX      (       ) \_\_\_\_\_ - \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER      Frank A. Dawson  
TITLE      Finance Director  
STREET      Room 250, City Hall  
                801 Plum Street  
CITY/ZIP      Cincinnati, Ohio 45202  
PHONE      (513 )352 \_\_\_\_\_ - 3731  
FAX      (       ) \_\_\_\_\_ - \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE      Jay Gala  
                Principal Construction Engineer  
STREET      Room 415, City Hall  
                801 Plum Street  
CITY/ZIP      Cincinnati, Ohio 45202  
PHONE      (513 )352 \_\_\_\_\_ - 3423  
FAX      (513 )352 \_\_\_\_\_ - 1581

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

~~X~~ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

     A: Attached.

☒ B: Report/Update Filed with the Commission within the last twelve months.

N/A Floodplain Management Permit; Required if project is in 100 year floodplain. See Instructions.

~~X~~ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

John Shirey, City Manager

**Certifying Representative (Type or Print Name and Title)**

Signature/Date Signed \_\_\_\_\_

# City of Cincinnati



Department of Public Works  
Division of Engineering

Room 445, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

John Hamner  
*Director*

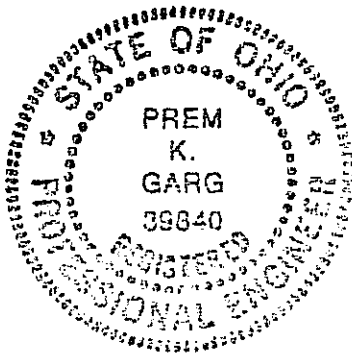
Prem Garg, P.E.  
*City Engineer*

Robert H. Richardson, AIA  
*City Architect*

September 19, 1997

Subject: Ludlow Avenue Rehabilitation  
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code,  
I hereby certify that the design useful life of the subject  
street improvement is at least twenty (20) years.

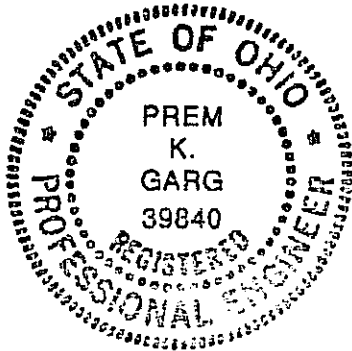


(seal)

Prem Garg, P.E.  
City Engineer  
City of Cincinnati

1998 STREET REHABILITATION, SCIP  
Ludlow Avenue

REF. NO.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump Sum	Contract Bond		\$10,380.00
2	Special	1,200 s.y.	Part Depth Pavt. Rep(Conc. Pavt.)	\$27.00	\$32,400.00
3	Special	10 c.y.	Maintenance Patching	\$80.00	\$800.00
4	Special	100 l.f.	Connection Pipe Cleaned	\$10.00	\$1,000.00
5	Special	35,000 s.y.	SAMI, Type I	\$1.75	\$61,250.00
6	202	2,000 s.y.	Rigid Pavt. Removed-Full Depth	\$25.00	\$50,000.00
7	202	35,000 s.y.	Wearing Course Removed	\$1.50	\$52,500.00
8	301	125 c.y.	Bituminous Aggregate Base	\$80.00	\$10,000.00
9	305	1,500 s.y.	9" Concrete Base	\$35.00	\$52,500.00
10	403	1,000 c.y.	Asphalt Concrete Leveling Course	\$62.00	\$62,000.00
11	404	1,000 c.y.	Asphalt Concrete Surface Course	\$62.00	\$62,000.00
12	603	75 l.f.	12" Conduit, Type "H"	\$30.00	\$2,250.00
13	604	33 ea.	Manhole Adjust to Grade W/O Ring	\$175.00	\$5,775.00
14	604	9 ea.	Valve Chambers Adjust W/O Ring	\$175.00	\$1,575.00
15	604	1 ea.	SGI Adjusted To Grade	\$220.00	\$220.00
16	604	1 ea.	SGI Repaired & Adjusted To Grade	\$240.00	\$240.00
17	604	13 ea.	DGI Adjusted To Grade	\$230.00	\$2,990.00
18	604	1 ea.	DGI Repaired & Adjusted To Grade	\$260.00	\$260.00
19	604	7 ea.	Abandon Old Style Inlet and Construct of DGI/CI	\$1,500.00	\$10,500.00
20	608	1,100 s.f.	Handicap Ramp	\$4.00	\$4,400.00
21	608	2,500 s.f.	Concrete Walk	\$4.00	\$10,000.00
22	609	10,200 l.f.	Concrete Curb Repair, Type P-4	\$16.00	\$163,200.00
23	609	300 l.f.	Concrete Curb, Type L-1	\$10.00	\$3,000.00
24	609	550 l.f.	Concrete Curb, Type S-1	\$16.00	\$8,800.00
25	Special	Lump Sum	Traffic Signal		\$75,000.00
26	612	200 s.y.	Concrete Median & Traffic Island	\$20.00	\$4,000.00
25	627	750 s.f.	Concrete Driveway	\$5.00	\$3,750.00
26	660	4,000 l.f.	Sod Restoration	\$2.00	\$8,000.00
27	1125	11 ea.	Reset Ex. Valve Box W/O Adjusters	\$110.00	\$1,210.00
28	619	Lump Sum	Field Office		\$5,000.00
Total Cost					\$705,000.00



*Prem Garg*  
 Prem Garg, P.E.  
 City Engineer  
 City of Cincinnati

# City of Cincinnati



Department of Finance

Room 250, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

September 19, 1997

F. A. Dawson  
*Director*

J.L. Andreyko  
*Deputy Director*

Mr. Laurence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1998 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1998 SCIP/LTIP Projects (Round 12 Funding) are recommended by the City Manager for funding in the City's 1998 Capital Improvement Program:

## STREET REHABILITATIONS

1. Vine Street (North) - Paddock Road to North Corporation Line
2. Madison Road (South) - Observatory Avenue to Edwards Road
3. Spring Grove Avenue - Mitchell Avenue to North Corporation Line
4. Ludlow Avenue - Cornell Place to Central Parkway
5. Rutledge/St. Lawrence Avenues - St. William Avenue to Rapid Run Pike
6. Anderson Ferry Road - Hillside Avenue to Corporation Line
7. Duck Creek Road - Red Bank Road to Oaklawn Drive
8. Glenway Avenue - Boudinot Avenue to Werk Road
9. Madison Road (North) - Edwards Road to Brotherton Road
10. Vine Street (South) - Clifton Avenue to McMillan Street
11. Crawford Avenue - Dane Avenue to Springlawn Avenue
12. Wasson Road - Paxton Road to Edwards Road
13. North Bend Road - Argus Road to Hamilton Avenue
14. Quebec Road - Glenway Avenue to Westwood Avenue



### STREET IMPROVEMENTS & WIDENINGS

15. Southside Avenue Improvement - Phase II
16. Eastern Avenue Widening - Eggleston Avenue to Bains Place
17. East Epworth - Chickering Avenue to West Mitchell Avenue
18. Pete Rose Way - Central Avenue to Elm Street
19. Mehring Way - Central Avenue to Roebling Bridge
20. Queen City Avenue - LaFeuille Avenue to Werk Road
21. Red Bank Road - Woodford Road to Zinsle Avenue

### BRIDGE REPLACEMENT PROJECTS

22. Dreman Avenue over West Branch of Millcreek
23. Gest Street Bridge over CIND Railroad
24. West Fork Road Improvement & Bridge Replacement

### RETAINING WALL REHABILITATION PROJECT

25. Columbia Parkway - Wall "D" Rehabilitation

### LANDSLIDE CORRECTION PROJECT

26. Lehman Road Landslide Correction

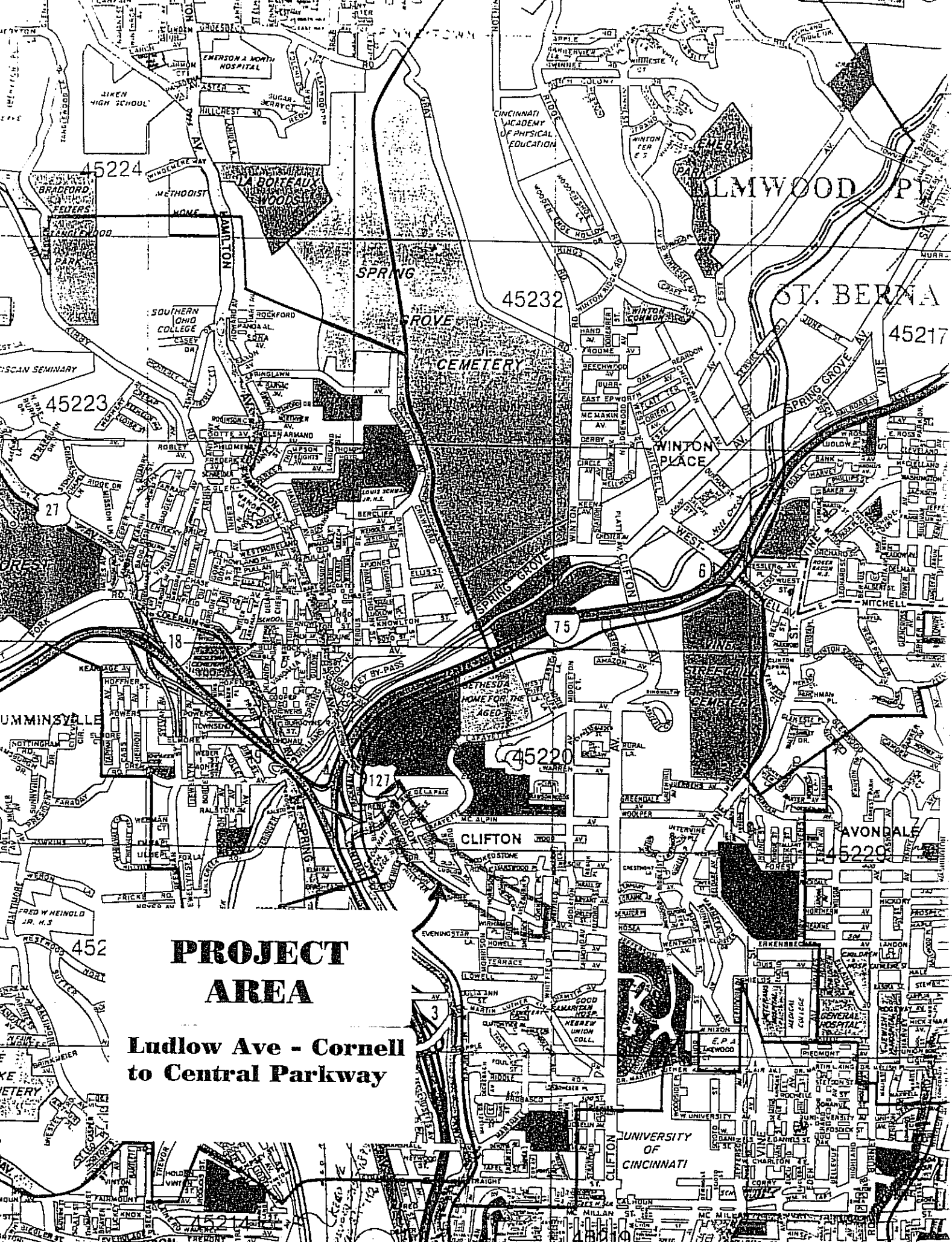
The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1998.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,



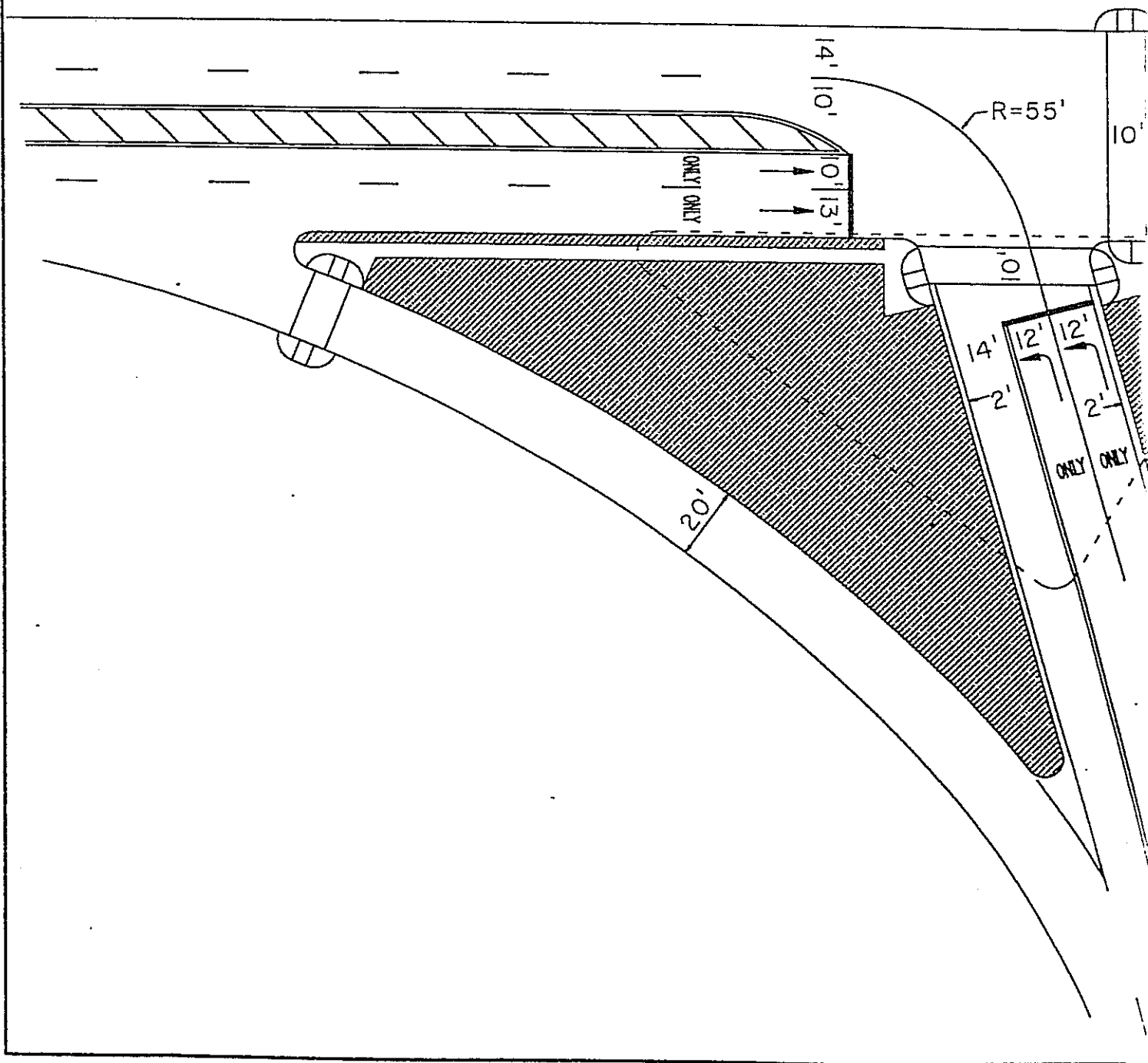
F. A. Dawson  
Director of Finance



## PROJECT AREA

Ludlow Ave - Cornell  
to Central Parkway

LUDLOW AVENUE



City of Cincinnati

M.C.V.

An Ordinance No. 330

- 1997

AUTHORIZING the City Manager to apply for and accept street rehabilitation, street improvement and widening, bridge replacement, landslide correction, and retaining wall rehabilitation funding grants from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$16,315,580, and to execute any agreements necessary for the receipt and administration of said grants.

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$8.2 million in matching funds for 1998, for fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge & Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants in the approximate amount of \$16,315,580 for funding fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge &

Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; and to accept such grants if awarded by the Ohio Public Works Commission.

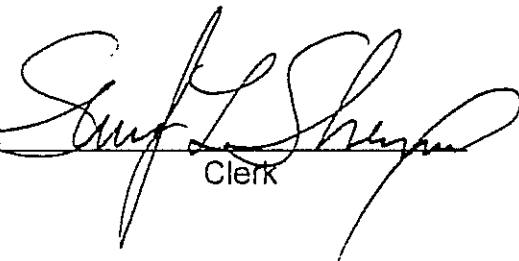
Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants.

Section 3. This ordinance shall take effect from and after the earliest period allowed by law.

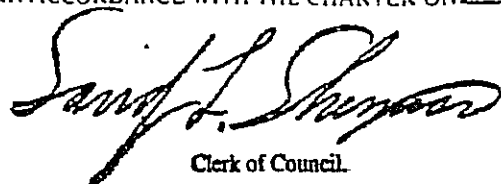
Passed September 17 A.D., 1997

  
Mayor

Attest:

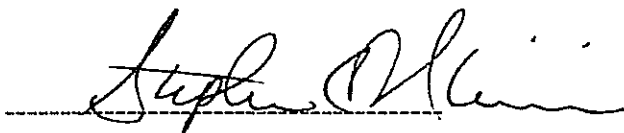
  
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 330  
1997 WAS PUBLISHED IN THE CITY BULLETIN  
IN ACCORDANCE WITH THE CHARTER ON 9-30-97.

  
Clerk of Council.

# CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Ludlow Ave. - Cornell to Central Parkway project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.  
Supervising Engineer



## ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed \_\_\_\_\_ Poor X  
Fair \_\_\_\_\_ Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The roadway has Pavement Condition Number of 62 (poor) and Dynaflect tests indicate a Base Condition Index of 59 (poor). Pavement shows signs of fatigue - random and longitudinal cracking, severe alligator cracking in curb lanes, bus stop failures, and joint and pavement failures. The traffic control/lane assignments at the Central Pkwy. intersection are unusual and confusing to many motorists. Adequate gaps in traffic during peak hours make it difficult for safe pedestrian crossings and turning movements by vehicles. Traffic signal is warranted but cannot be safely & efficiently installed without reconfiguration of traffic islands.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

\*Please answer the following if applicable:

No. of parcels needed for project: \_\_\_\_\_ Of these, how many are takes \_\_\_\_\_, temporary \_\_\_\_\_, permanent \_\_\_\_\_

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 9 months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

Will reduce road user costs, assist in maintaining current tax base and will provide satisfactory road network for motoring public. This road is a major connector to the hospitals, which makes it very important to the health and safety of the residents in the greater Cincinnati area. Simplification of traffic movements and the installation of a new traffic signal at Central Parkway intersection will enhance safety for motorists and will provide safer pedestrian crossing to access District Police Station and nearby Cincinnati State University. Reconfiguration of raised traffic islands and other safety improvements will improve the quality of life in the area.

4) What type of funds are to be utilized for the local share for this project?

Federal _____	ODOT _____	Local <u>  X  </u>
MRF _____	OWDA _____	CD _____
Other _____		

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

  50   %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban \_\_\_\_\_ Partial Ban \_\_\_\_\_ No Ban   X  

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No \_\_\_\_\_



- 6) What is the total number of existing users that will benefit as a result of the proposed project?

Users = 20,280

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes   X   No       

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This street is part of Federal Aid Urban System and is  
classified as a major arterial. Street is major artery through  
central part of City connecting suburbs and north central part  
of county with university and uptown area. Provides major  
access to hospitals located nearby, Cincinnati State University  
and to I-75.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS                      Proposed LOS                     

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

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# LUDLOW AVENUE



# LUDLOW AVENUE



**SCIP/LTIP PROGRAM**  
**ROUND 12 - PROGRAM YEAR 1998**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 1998 TO JUNE 30, 1999**

JURISDICTION/AGENCY: CINCINNATI

NAME OF PROJECT: LUDLOW AVENUE REHAB.

PRELIMINARY SCORE FOR THIS PROJECT: \_\_\_\_\_

FINAL SCORE FOR THIS PROJECT: \_\_\_\_\_

RATING TEAM: /

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) POINTS  
10
- 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.
- 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.
- 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) 15
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

- 3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.  
4 Points - Project design is for partial future demand.  
3 Points - Project design is for current demand.  
2 Points - Project design is for minimal increase in capacity.  
1 Point - Project design is for no increase in capacity.

1

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area? (See Addendum for definitions)

10 Points - Highly significant importance, with substantial impact on all 3 factors.  
8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.  
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.  
4 Points - Minimal importance, with noticeable impact on 1 factor  
2 Points - No measurable impact

6

SAFETY  
TRAFFIC  
SIGNAL

- 5) What is the overall economic health of the jurisdiction?

10 Points  
8 Points  
6 Points  
4 Points  
2 Points

6

- 6) What matching funds are being committed to the project, expressed as as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more  
4 Points - 40% to 49.99%  
3 Points - 30% to 39.99%  
2 Points - 20% to 29.99%  
1 Point - 10% to 19.99%

5

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban  
3 Points - Partial ban  
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more  
4 Points - 12,000 to 15,999  
3 Points - 8,000 to 11,999  
2 Points - 4,000 to 7,999  
1 Point - 3,999 and under

5

20,280

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. **(See Addendum for definitions)**

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

34

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above  
3 Points - One of the above  
0 Points - None of the above

5

## ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

### Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

### 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

#### Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

#### *Definitions:*

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

*EXAMPLES:* Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

*EXAMPLES:* Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

*EXAMPLES:* Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.



Criterion 9 - *REGIONAL IMPACT*

*Definitions:*

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.